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1957 PROGRAM

LLOYD WARREN FELLOWSHIP
44th PARIS PRIZE IN ARCHITECTURE

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1957 LLOYD WARREN FELLOWSHIP
44th Paris Prize in Architecture

NOTICE TO PARTICIPANTS

1. Competition program is to be issued promptly at 9 A.M., January 26, 1957. Completed solutions must be in the hands of the Supervisor on or before 9:30 A.M., March 4, 1957.

2. NO CRITICISM or ASSISTANCE is permitted during the development and presentation of the competition. On submitting completed solution each competitor is required to certify that he is the author of the design and that all work and delineation of the final presentation is his personal work, and that it was executed without benefit of criticism. *This affidavit must be signed by the Supervisor or before a Notary to make it valid.*

3. Prior to or immediately following submission of entry, each participant must file with the Committee the personal data outlined under "Mandatory Regulations" in the Circular of Information for 1956-1957. Participants failing to file this data by March 10, 1957, or complying with other regulations as stated in the Circular of Information for this Fellowship, will have their entries withheld from judgment.

4. Final submissions must be identified in the *Lower Right Hand Corner in a space not exceeding 3″ x 4″ on the face of each sheet,* as follows:
    - a) Title of competition.
    - b) Name and address of entrant
    - c) School, atelier, supervisor.

5. Shipment of entries must be prepaid and show a date not later than March 5. A post card notice to the Committee giving date of shipment and express receipt number, if any, must be sent on day of shipping to permit tracing in case of any delay in delivery. Shipments to be addressed to Committee on Scholarships, National Institute for Architectural Education, 115 East 40th Street, New York 16, N. Y.

6. Entries will be returned express collect following selection of winner and alternate.

7. Programs designated for participants who withdraw *must be returned to Committee.*

AFFIDAVIT

(To be attached and sent with entry.)

I, ………………………………………, pledge my word under oath that my entry in this competition is in its entirety, from the time of receiving the program through the concept and final presentation and submission, solely my own personal work; further, I have not discussed this or allied subjects, or in any manner sought or obtained assistance of *any* kind.

………………………………………
Signature of Competitor

Attested to:

………………………………………
Signature of Supervisor

………………………………………
Date

AN INTERNATIONAL AIRPORT

1957 LLOYD WARREN FELLOWSHIP

44th PARIS PRIZE IN ARCHITECTURE

Program by Walter Prokosch, New York, N. Y.

WALTER PROKOSCH, airport designer; born Madison, Wis.; B.F.A., Yale School of Architecture, 1934; private architectural practice, 1935-39; architect for Bethlehem Shipbuilding Div., Bethlehem Steel Corp., 1939-41; Duramold Div. of Fairchild Engine and Airplane Corp., 1941-43; airport designer, Eastern Air Lines, Inc., 1943-47; vice president, George S. Armstrong & Co., industrial engineers and management consultants, New York, 1947-49; Associate Partner in charge of airport planning and architectural design—Tippetts-Abbett-McCarthy-Stratton, Engineers, 1949 to date. Member AIA, Institute of Aeronautical Sciences, Soc. of Automotive Engineers, National Council of Architectural Registration Boards. Author: Airport Planning (with Charles Froesch), 1946. Contributor of articles to professional periodicals.

Competition dates: January 26 to March 4, 1957.

I. GENERAL DESCRIPTION

A relatively small country is located strategically on the world's airways. This factor plus a high degree of economic development has caused its commercial air traffic to exceed all predictions. The decision has been made to build an entirely new airport to serve its capital. This will be designed in all of its aspects to be expandable and flexible so that future growth and changes may be provided.

The country is considered to be well-managed and frugal in its internal economy. Nevertheless, the layout of the terminal area and the design of the passenger terminal should reflect the fact that this is the major gateway to a nation's capital.

The bulk of the traffic will stem from scheduled commercial airline operations. In addition, it is desired to accommodate company-owned aircraft, a category of flying that is rapidly increasing. A third category of flight activity will consist of taxi and charter operations. The airport is not intended to serve military or private flying.

The terrain is relatively flat with good approaches for the runways. Wind conditions are such that runways are required in only one direction—east-west. Since prevailing winds are from the east, most take-offs and landings will be from west to east. The main approach road from the capital is from the east. Climate is temperate—rather similar to that of the San Francisco Bay Area.

II. SCHEDULE OF MAJOR ELEMENTS

A. Airfield (See Plot Plan for layout.)

General Note: The only airfield components requiring expansion are the general parking aprons as noted. The building areas given are for the first stage of development. All areas are gross square feet measured to outside of walls.

1. Runway—8000' x 200'.
2. Parallel taxiway—8000' x 75'.
3. High-speed lead-off taxiways—75' wide.
4. Passenger terminal parking apron for 12 aircraft—expandable to 18. (Use a circle with diameter of 160' for each aircraft. Ref. Apron Plans.)
5. Cargo terminal parking apron for 4 aircraft—expandable to 8.
6. Maintenance hangar parking apron for 6 aircraft outside of hangars—expandable to 10.
7. Fixed-base hangar parking apron for 3 aircraft outside of hangar—expandable to 6.
8. Necessary taxiways to interconnect A-4, -5, -6, and -7.

B. Terminal Area (all buildings and auto parking are to be expandable by 50%).

1. Passenger terminal with approximately 100,000 sq. ft. (See "D" below for detailed requirements.)

2. Offices for Government Aeronautics Commission, Weather Bureau—30,000 sq. ft. (May be part of B-1, separate from B-1, or interconnected.)

3. 50-room hotel with lounge, etc.—15,000 sq. ft. (May be part of B-1, separate from B-1, or interconnected.)

4. Police and Fire Station—5,000 sq. ft.

5. Cargo terminal—50,000 sq. ft.

6. Auto parking for 1,500 cars. (May be in one or two lots.)

7. VIP auto parking for 30 cars.

C. Hangar Area

Hangar areas at larger airfields are generally located at some distance from terminal areas so that each may be expanded independently as growth conditions require.

1. Nose-type airline maintenance docks with capacity for 8 aircraft, expandable to 10. Each dock to have cantilevered roof, 150 ft. wide by 120 ft. deep. Each dock to have 9000 sq. ft. of office and shop space along back of dock located on one or two floors.

2. Airport maintenance building, including garage and shops—12,000 sq. ft. Two acres of level space around building for stockpiling materials, vehicles, etc. Entire area to be enclosed by separate fence.

3. Tank farm for fuel storage, including six 10,000 bbl. above-ground tanks (each tank has 50-ft. diameter); testing laboratory—500 sq. ft.; truck fill stand for 4 trucks; pump house—1,000 sq. ft. (May be adjacent to but not combined with laboratory.)

4. Fixed-base operator's hangar—40,000 sq. ft., expandable to 80,000 sq. ft. (This building houses aircraft belonging to air taxi and charter operators; it also services itinerant company-owned aircraft.)

D. Passenger Terminal

Approximately two-thirds of the arriving passengers are processed through public health, immigration and customs; the balance require no processing and need only claim their baggage. All departing passengers are handled alike and are processed only at airline ticket counters. Approximately one-fourth of the aircraft serving the terminal are thru-flights; i.e., they stop, discharge some passengers, take on others and then continue their flight to another destination. The balance are terminating and originating flights.

Passengers may be handled all on one level; on two levels; or partly on one level and partly on two levels.

In the design of the passenger terminal, any appropriate materials may be used. No unusual structural conditions, such as earthquake or hurricane, need be provided for, and any permanent structural system may be employed.

1. Airlines' Space (evenly divided among 4 carriers).
   a. Ticket Counter—120 lin. ft.
   b. Ticketing and Passenger Service Office Space—4,000 sq. ft. (Should be related to ticket counters.)
   c. Operations Space—16,000 sq. ft. (Should be closely related to apron. Space used for flight operations and dispatch.)

2. Governmental Agencies (these are in addition to B-2).
   a. Post Office—3,000 sq. ft.
   b. Public Health—2,000 sq. ft.
   c. Immigration—2,000 sq. ft.
   d. Customs—4,000 sq. ft.

3. Public Space
   a. Waiting Room—30,000 sq. ft. (approximate).
   b. Baggage Claim Area (for local flights only; international arrival baggage is processed through Customs)—3,000 sq. ft.

c. Toilets—2,000 sq. ft.
d. Nursery—500 sq. ft.
e. First Aid Station—500 sq. ft.
f. Stairs and Corridors—10,000 sq. ft. (approximate).

4. Services.

a. Airport Administration Offices—1,500 sq. ft.
b. VIP Room—600 sq. ft.
c. Airport Operations Office—1,500 sq. ft.
d. Porters' Locker and Toilets—1,000 sq. ft.
e. Mechanical Equipment Rooms—4,000 sq. ft.

5. Control Tower (see enclosed drawing for details).

6. Concessions.

Eating facilities should be located conveniently for both arriving and departing passengers. Bank, barber shop and beauty parlor, while accessible to public, are patronized extensively by airport and airline employees. Balance of concessions are used principally by departing passengers.

a. Restaurant—1,500 sq. ft.
b. Coffee Shop—1,500 sq. ft.
c. Cocktail Bar—1,000 sq. ft.
d. Employees' Cafeteria—1,000 sq. ft.
e. Kitchens—2,500 sq. ft.
f. Bank—1,000 sq. ft.
g. Haberdashery—Lingerie—1,000 sq. ft.
h. Florist—500 sq. ft.
i. Barber Shop—Beauty Parlor—1,000 sq. ft.
j. Baggage Check Room—500 sq. ft.

**k. News—Novelties—Gifts **l. Drugs **m. Book Store **n. Guided Tours **o. Visitors Bureau **p. Auto Rental **q. Cables	3,500 sq. ft.

**May be accommodated in island-type counters.

III. DRAWINGS REQUIRED

A. Plan at 400'=1" of entire airfield development showing all runways, taxiways, aircraft parking aprons, roads, buildings, auto parking areas. All buildings and areas are to be designated in block plan only and by name—not by letter or number key.

B. Plan of terminal area at 100'=1" showing buildings in terminal area and relationship to aircraft parking. All buildings are to be designated in block plan.

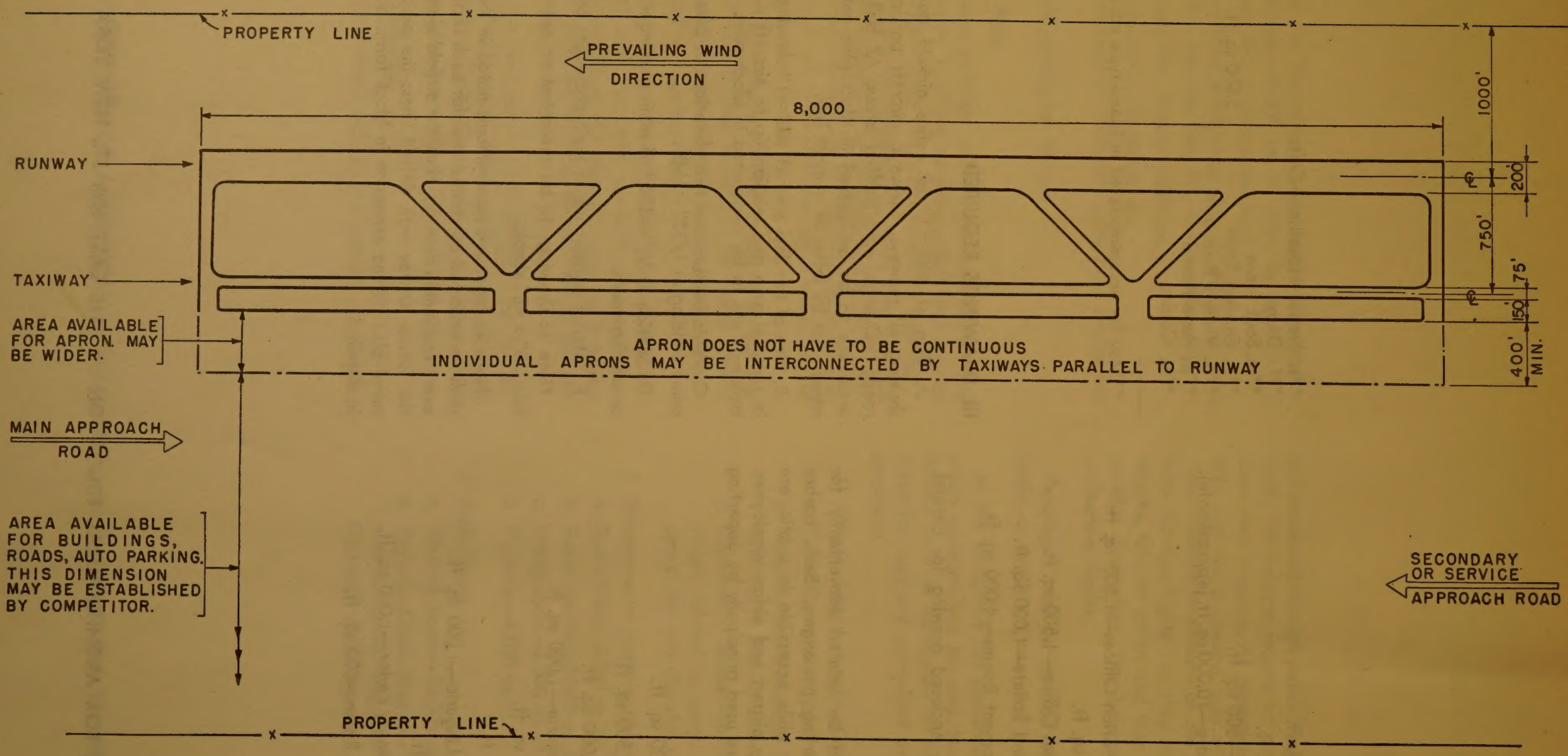
C. Plans, section and two elevations of passenger terminal building at 1/32"=1'-0".

D. Section at 1/8"=1'-0" of main passenger concourse or waiting room.

E. Interior perspective of main passenger concourse.

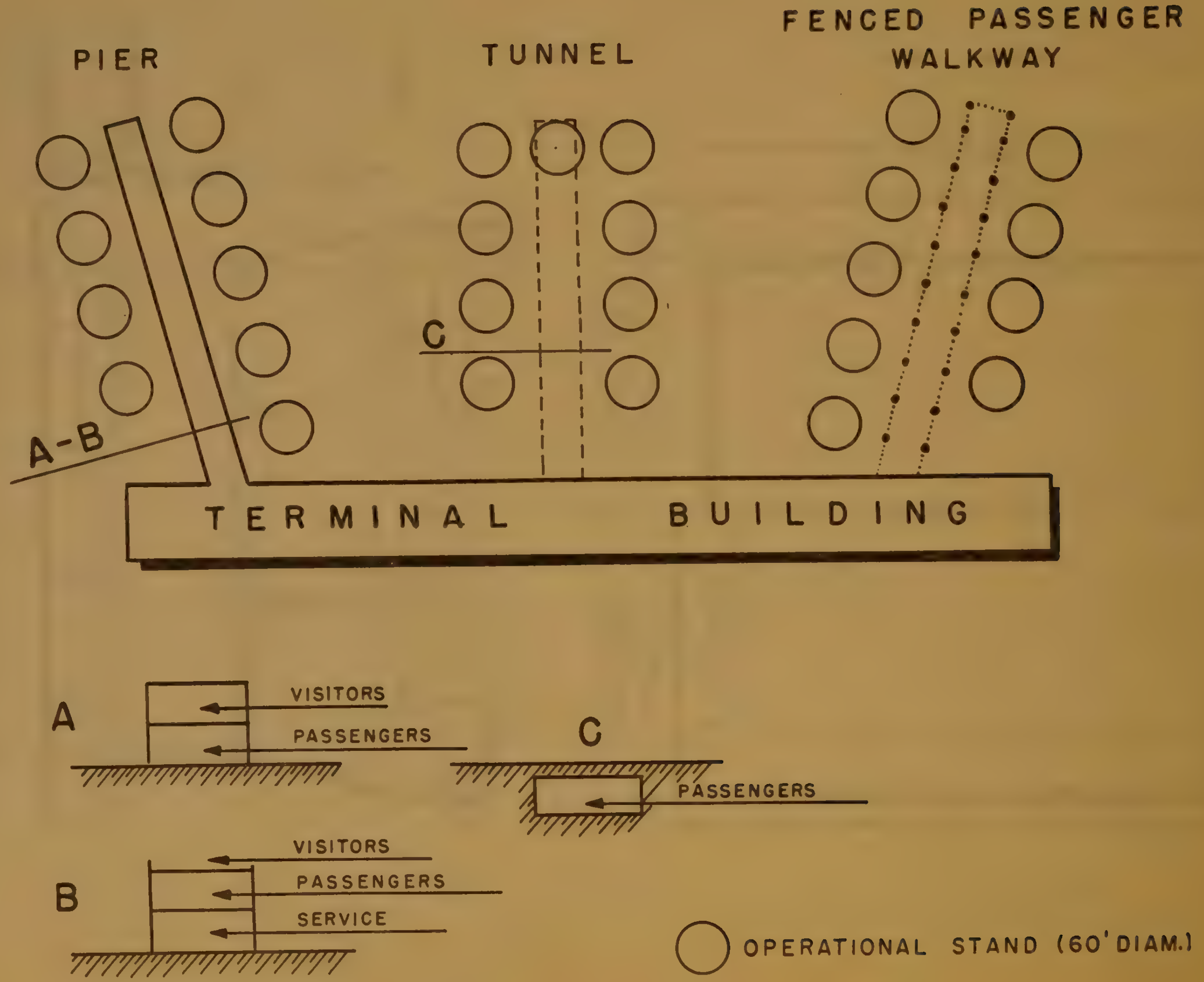
Note 1: Drawings to be presented on not more than four 30" x 40" sheets.

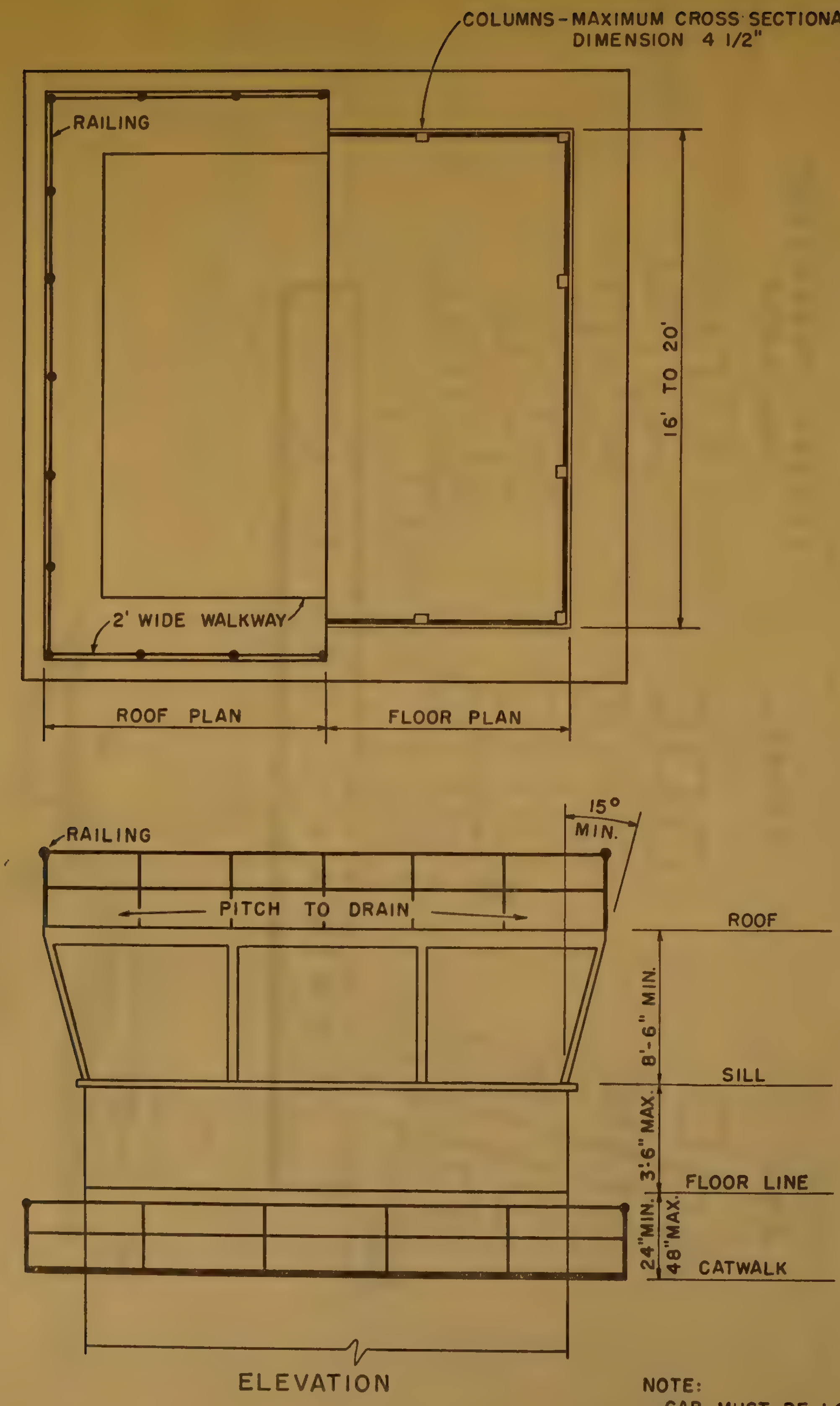
Note 2: Expansion requirements noted in the program shall be indicated by dotted lines for each facility and on every applicable drawing. Thus, the airfield plan shall show the future runway with dotted lines; the passenger terminal plan outline expansion in block form, dotted—not in detail.


PROPERTY LINE
PREVAILING WIND DIRECTION
8,000
1000'
RUNWAY
TAXIWAY
200'
750'
75'
150'
400' MIN.
AREA AVAILABLE FOR APRON. MAY BE WIDER.
APRON DOES NOT HAVE TO BE CONTINUOUS
INDIVIDUAL APRONS MAY BE INTERCONNECTED BY TAXIWAYS PARALLEL TO RUNWAY
MAIN APPROACH ROAD
AREA AVAILABLE FOR BUILDINGS, ROADS, AUTO PARKING. THIS DIMENSION MAY BE ESTABLISHED BY COMPETITOR.
SECONDARY OR SERVICE APPROACH ROAD
PROPERTY LINE

PLOT PLAN

FINGER SYSTEM (PIER, TUNNEL, FENCED PASSENGER WALKWAY)





CONTROL TOWER CAB

NOTE:
CAB MUST BE LOCATED TO PERMIT UNOBSTRUCTED VIEW OF AIRFIELD AND AIRCRAFT PARKING APRONS. MAXIMUM HEIGHT ABOVE AIRFIELD 150 FEET.

THE BULLETIN of the

NATIONAL INSTITUTE FOR ARCHITECTURAL EDUCATION

April 1957 Volume XXXIII Number Two 1956-1957

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#36 (4 plates)

The reports of the Jury in the BULLETIN are presented as an unofficial opinion by a member of the Jury delegated for this purpose, and should not be interpreted as the collective opinion of the Jury.

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1957 LLOYD WARREN FELLOWSHIP - 44th PARIS PRIZE IN ARCHITECTURE

AN INTERNATIONAL AIRPORT

Author - Walther Prokosch, New York, N. Y.

JURY OF AWARD - March 16, 1957

Max Abramovitz
Giorgio Cavaglieri
Harmon H. Goldstone
Walther Prokosch
Benjamin Lane Smith
Kenneth K. Stowell
Otto J. Teegen

PARTICIPANTS: Number of Entries - 56. (Applicants 123)

Georgia Institute of Technology
Massachusetts Institute of Technology
North Carolina State College
Oklahoma A & M College
Pennsylvania State University
Pratt Institute
Princeton University
University of California
University of Illinois
Unaffiliated:
    Raleigh, N. C.
    Brooklyn, New York

AWARDS:

1957 Lloyd Warren Fellowship, 44th Paris Prize in Architecture:
ROBERT P. BURNS, JR., North Carolina State College.

Alternate: Edwin Freeland Harris, Jr., North Carolina State College.

REPRODUCTIONS

#35 R. P. Burns, Jr., North Carolina State College (3 plates)

#36 E. F. Harris, Jr., North Carolina State College (4 plates)

REPORT OF THE JURY - BY WALTHER PROKOSCH

General Comments:

On the whole, the Jury was encouraged with the number of entries submitted; and disappointed with the quality of a great number of the solutions. The Jury hopes this frank criticism may be taken with a spirit of "help". Among the factors contributing to disappointment were the following:

I Poor Planning

The most serious defect was the remarkable number of unclear, cluttered, poorly thought-out plans. Boiled down to essentials, the planning required by the program was simple. For the general development the best solution would have the simplest and most direct roadway pattern so that passengers and visitors would have no trouble in finding their way. The building

elements would be ranged along the parallel taxiway, with appropriate aprons and with simple airplane parking layouts. There was nothing to be gained, in developing the General Plan, by striving for "interesting" plan-shapes where simple, direct circulation patterns were required.

For the Passenger Terminal proper, simple, direct circulation was, again, the principal requirement of a good plan. The departing passenger wishes first to check in and be relieved of his baggage as quickly as possible. From the check-in counter the path to aircraft boarding should be obvious and clear, with waiting room space along the way if time permits its use. Concessions will be patronized principally by the departing passenger and by visitors, and should be related to the waiting room(s). For the arriving passenger one interest is dominant (if he is terminating) and that is to claim his baggage and be on his way as quickly as possible. His route may by-pass waiting room and concessions.

Throughout, a minimum of stair climbing is desirable, particularly with luggage. Separation of passenger traffic from airline and airport activities is desirable.

With many of the entries, the Jury had great difficulty in finding its way through the Terminal. Lines of circulation were generally circuitous; elements having obviously close relationship - such as concessions and waiting room - were often unrelated. Rather than strike for the simplest solution, there almost appeared to be an attempt made to consider as complex what was in reality a simple problem. The basic and essential ability to go through a long program, pick out of it the principal elements and arrange these properly did not appear to be present in many solutions.

II Lack of Character

The program was deliberately written with the objective of seeing how the entrants would a) give the Passenger Terminal the character which the entrance to a nation's capital should have, and b) give the Terminal character expressive of its aeronautical function.

In the opinion of the Jury no entry wholeheartedly appeared to come to grips with the problem and produce a successful solution as to character. The large area devoted to a waiting room or concourse with the possibility of viewing airplane operations - both at the Terminal as well as on the airfield - coupled with the requirement of serving a capital city should result in a plan, in a building, in an interior which would be dramatic and exciting to be in. It should capture the excitement of air travel and simultaneously possess an air of dignity and permanence. Modern architecture is, unhappily, sparsely populated with examples which are truly symbolic of their use. The easiest part of an architectural assignment is to make it work; the most difficult is to give a structure character.

III Preoccupation with "Forms"

Every year some form - usually structural - appears to capture the imagination of students throughout the country. This was reflected in this competition in the unusually large number of solutions which utilized a "folded-plate" concrete roofing system. Whether this is a structural method particularly adaptable or in character with an airport terminal is debatable. But the presence of many entries showing a given system cannot fail to raise the question as to whether these did not rely overly much on a device as a prop or a crutch. Design by cliche is an ever-present danger.

IV Poor Delineation

The process of reducing ideas to paper is

Report of the Jury - By Walther Prokosch (continued)

fundamental to architectural design and practice. Good, clean delineation is a great aid in permitting the viewer to interpret the ideas of the designer. The Jury was struck by the generally poor quality of drafting displayed by the entrants. Juries as well as cliente are unimpressed by drawings of poor quality.

Specific Comments

1 Prize Winning Entry

Discussing major elements in the order of the program, the Plot Plan presents a simple direct arrangement of buildings, roads, auto and aircraft parking. (The angular location of maintenance and fixed-base hangar and aprons seems capricious.) The location of hotel element and control tower with respect to the passenger terminal is interesting visually, and good- functionally, permitting easy, independent expansion of all elements. The cargo terminal, likewise, is well placed for good relation to passenger terminal and expansion.

The plan of the passenger terminal shows a simplicity of circulation which is highly commendable (and sadly lacking in most of the other solutions). Ticket counters and baggage check-in are immediately opposite the entrance so that passengers would have minimum walking distance. With baggage check-in on the ground floor, the handling of baggage is simplified, and passengers are free to move on unencumbered. Access to waiting room is direct, and the relationship of that element to concessions and "fingers" to airplanes is very good. Also, the relationship of hotel lobby to waiting room is wisely handled.

For arriving passengers the circulation is equally good. Most passengers prefer going direct to Customs or baggage claim; but if they wish to stop by the waiting room and concessions, they are easily accessible. The solution based upon a one-level vehicular scheme simplifies the building plan in many ways; however, it does complicate circulation in front of the terminal, and this inherent difficulty did not receive full recognition in this solution.

Regarding the interior, the Jury liked the simple large room which, at upper level, serves as waiting room, major circulation, access to hotel and concession area. The room has an airiness which is pleasing; it has a view over the aircraft - which is always interesting. The room is dignified in proportion. The structural system chosen is a bit tricky but is well adapted to the project both in scale and character.

In summation, the prize winner created a good plot plan, a clean terminal plan and a building design with character.

II Alternate's Entry

This plot plan is simpler in certain respects than the winning design (placement of maintenance and fixed-base); but the access to the passenger terminal, at the small end of a roadway loop, does not give the generous space required for this type of an operation. Approaching the terminal along a road parallel to the runway, and approaching a building mass which is more or less square does not give the dramatic impact which the winning entry achieved with its arrangement of roads and building masses.

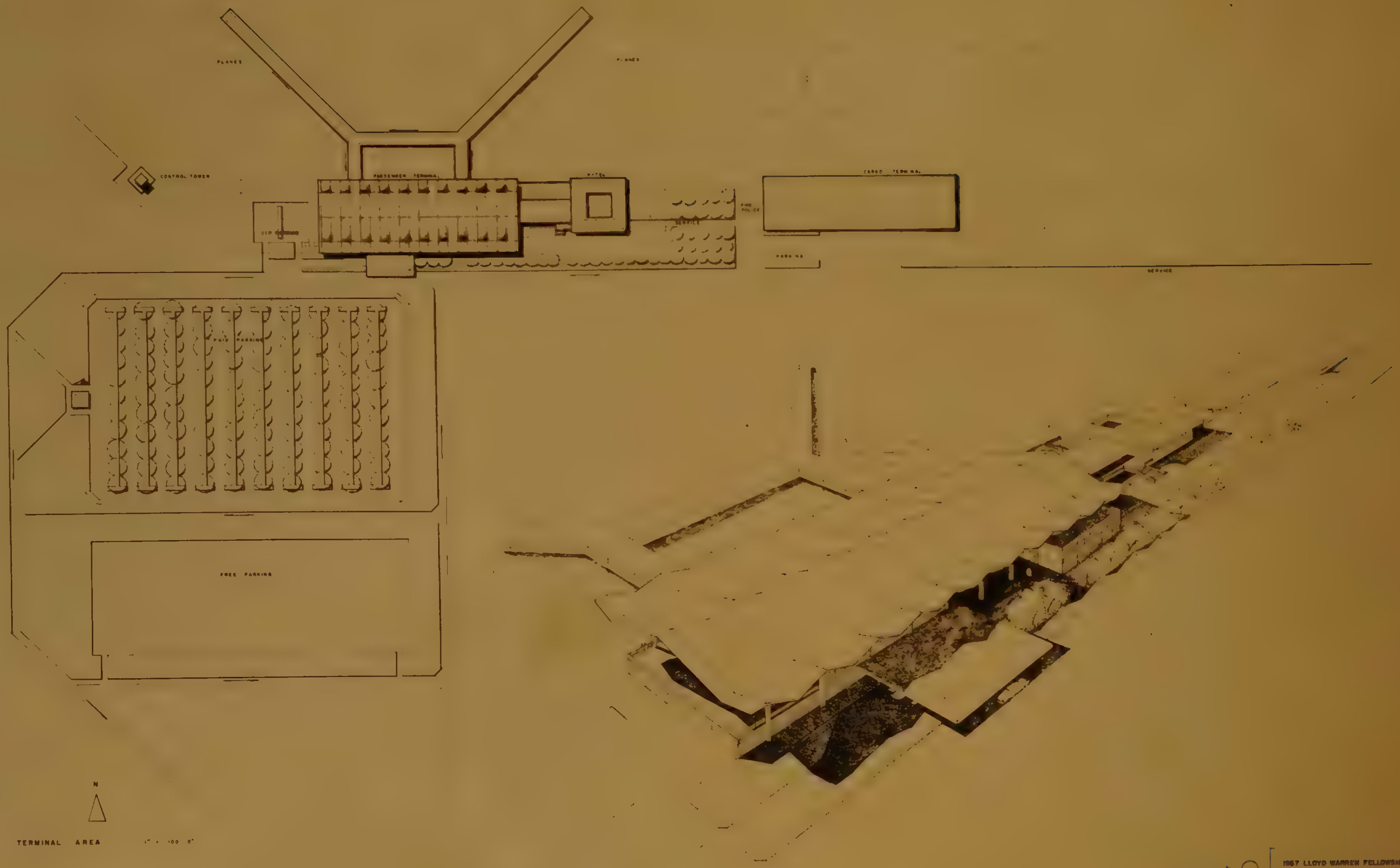
The terminal plan is similar in basic operation to the one already discussed but less clear and simple in its main lines of circulation. (The Jury found merit in the designation of certain gates for international arrivals and the good relationship of this to the Customs and other

Report of the Jury - By Walther Prokosch (concluded)

inbound processing areas.)

The interior has a marked similarity to the other entry (as indeed do most of the other elements) but is less successful. If a plan is going to have as its principal element a major room, that element should be developed to its maximum potential. A big room will generally be more successful if it is clear-spanned and not cut up into small bays.

1957 Lloyd Warren Fellowship Award
44th Paris Prize in Architecture



TERMINAL AREA 1" = 100' 0"

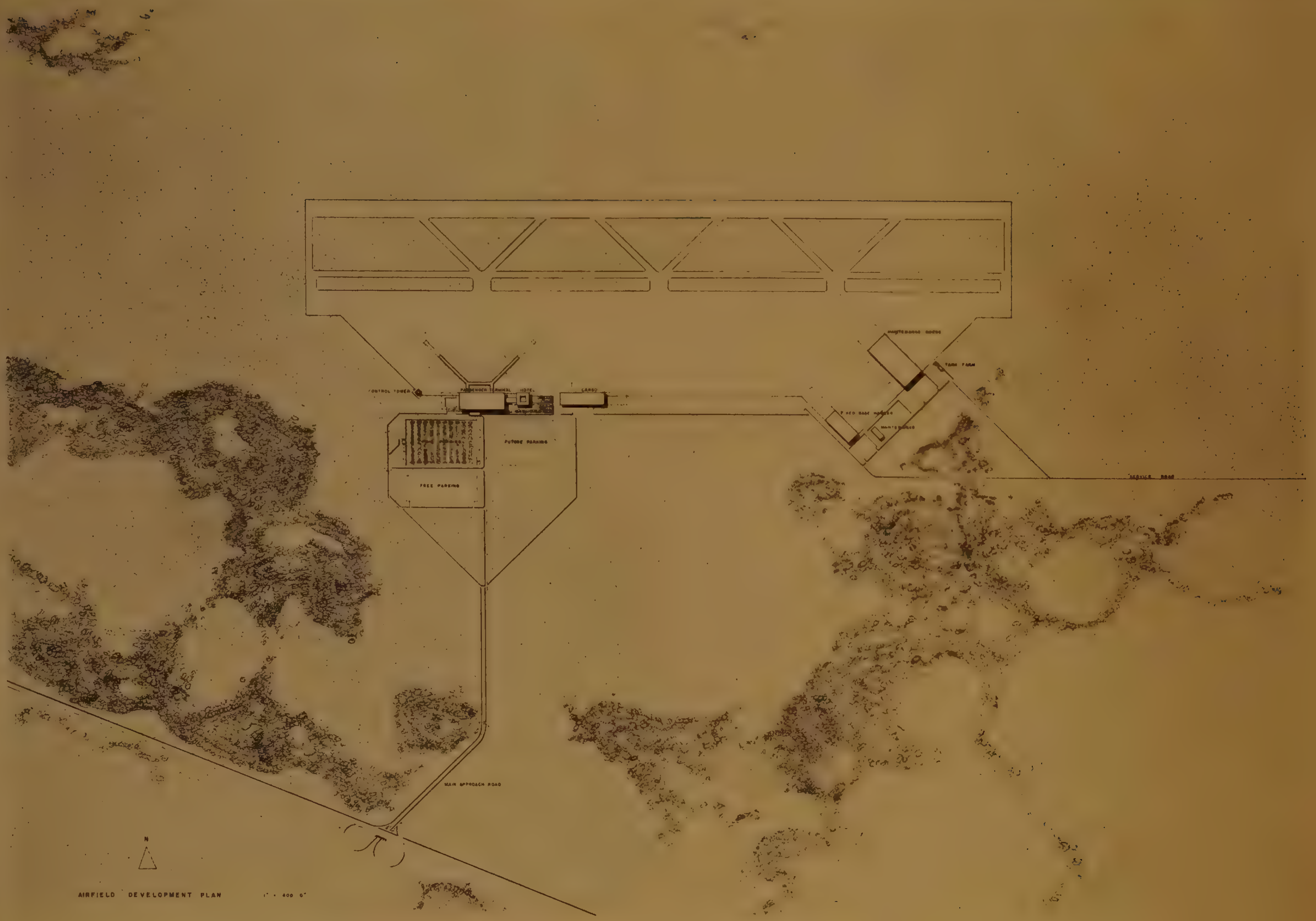
1956-1957
35

2

1957 LLOYD WARREN FELLOWSHIP
44th Paris Prize in Architecture

ROBERT BURNS, JR   H CAMINOS, SPVR
N WILMINGTON ST   SCHOOL OF DESIGN
RALEIGH, N C   N C STATE COLLEGE

12



AIRFIELD DEVELOPMENT PLAN 1" = 400'-0"

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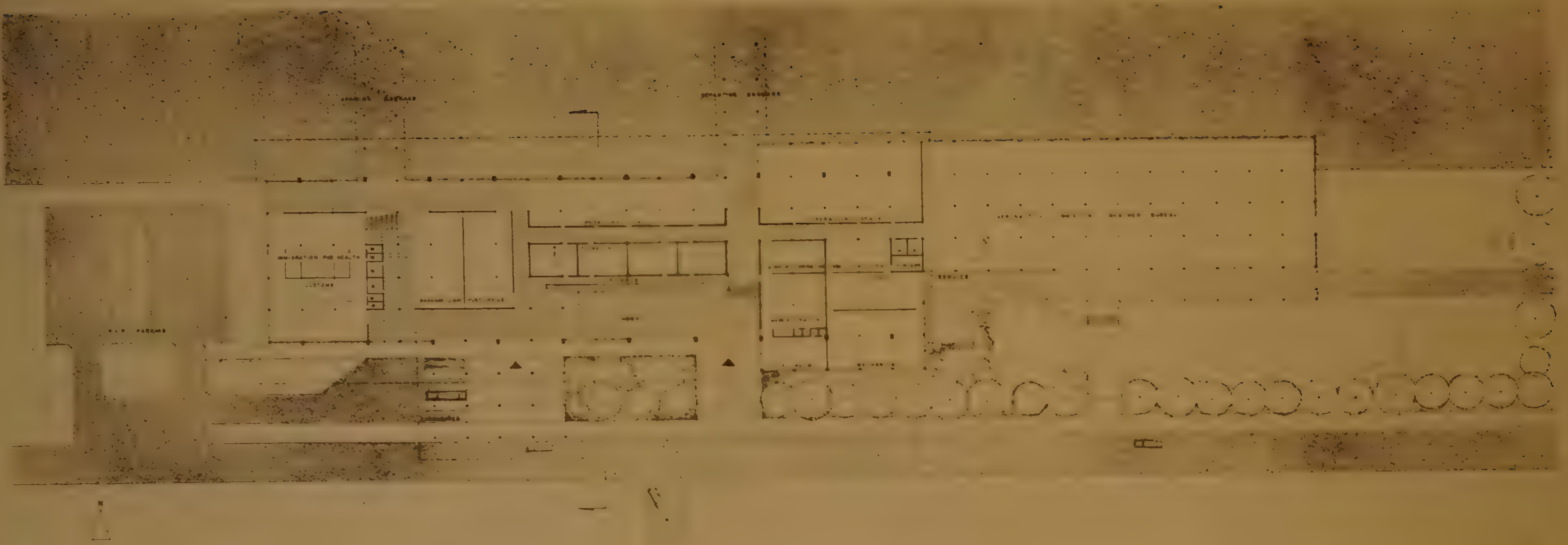
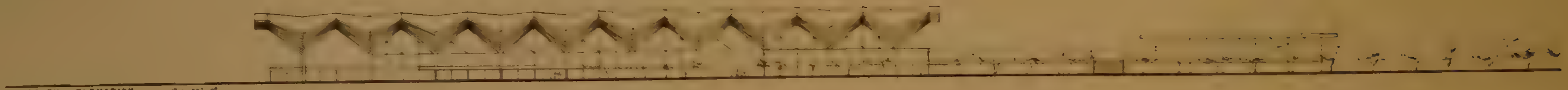
1957 LLOYD WARREN FELLOWSHIP
44th Paris Prize in Architecture

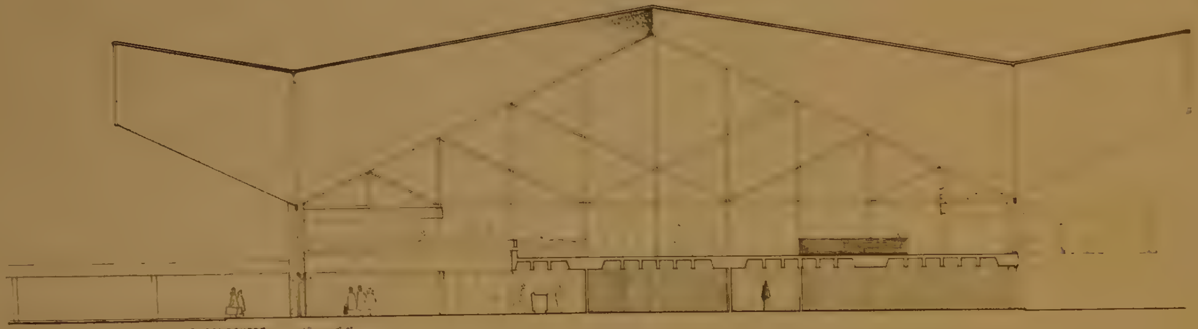
ROBERT BURNS JR — [illegible]
[illegible] — SCHOOL OF DESIGN
RALEIGH, N. C. — N. C. STATE COLLEGE



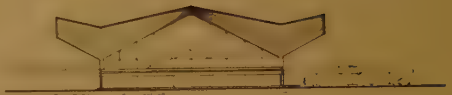
GROUND FLOOR PLAN 1" = 32' 0"



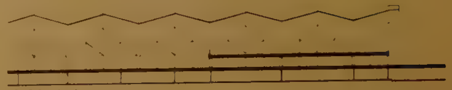
SOUTH ELEVATION 1" = 32' 0"



SECTION OF MAIN PASSENGER CONCOURSE 1" = 8' 0"



WEST ELEVATION 1" = 32' 0"



SECTION A - A 32' 0"

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1957 LLOYD WARREN FELLOWSHIP
44th Paris Prize in Architecture

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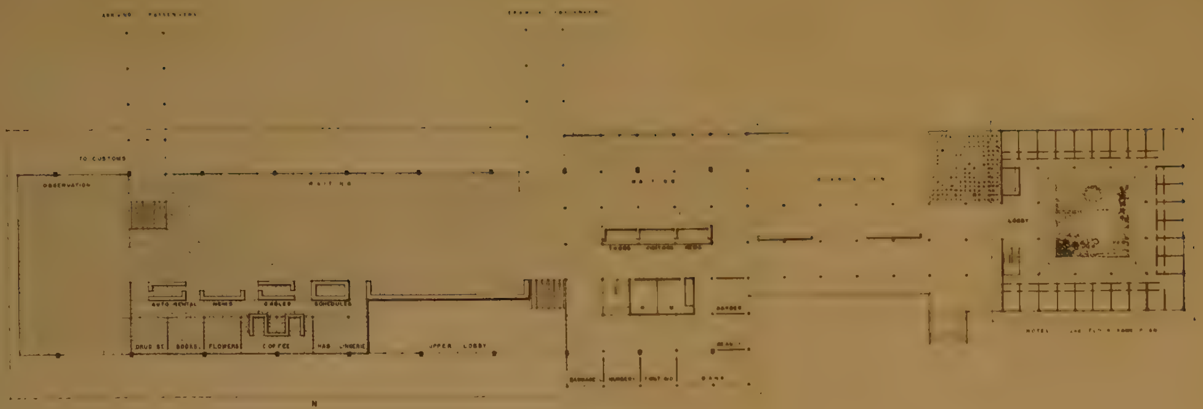
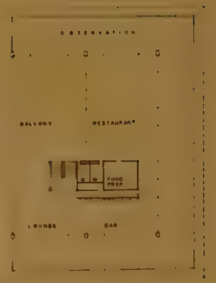
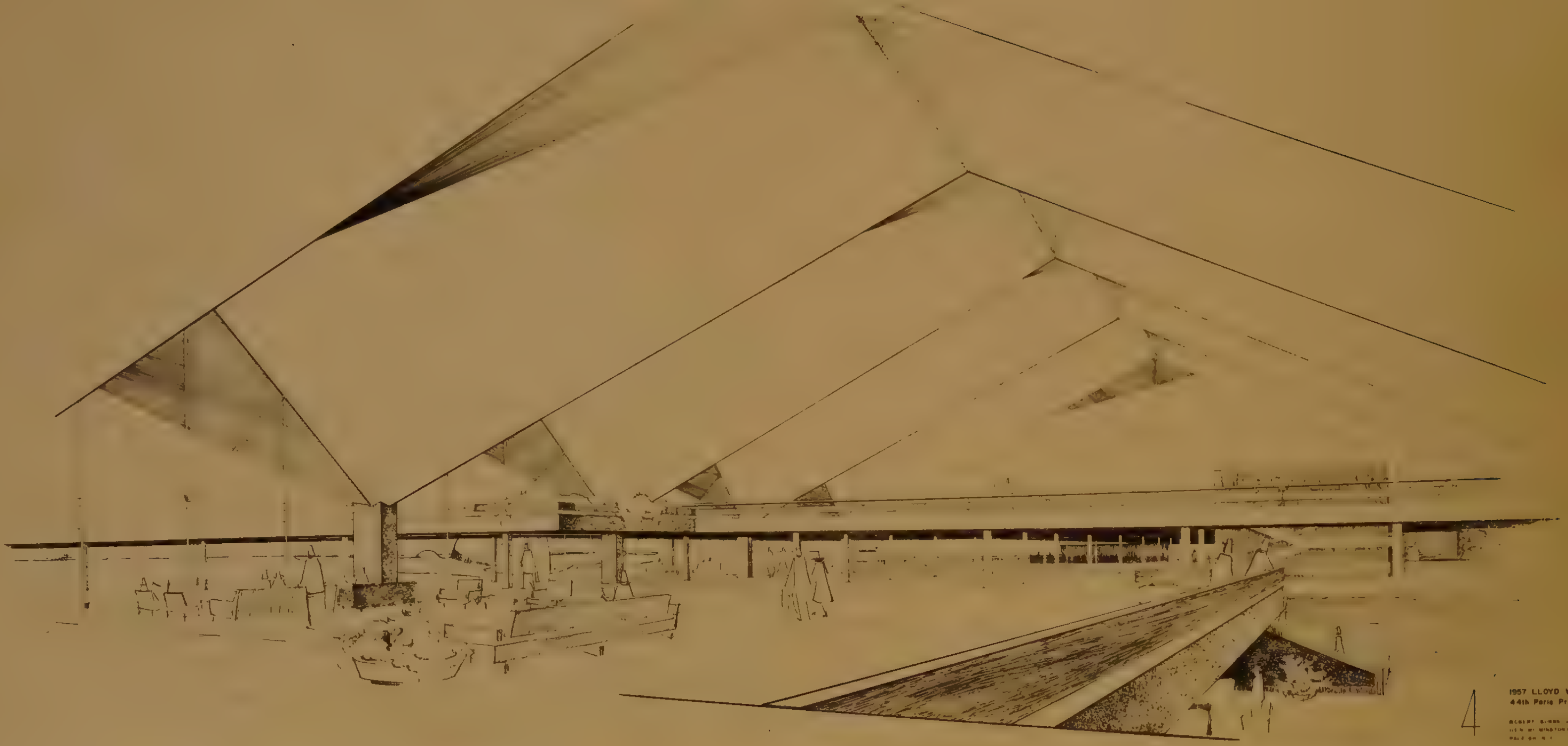


WAITING ROOM FLOOR PLAN



BALCONY FLOOR PLAN



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1957 LLOYD WARREN FELLOWSHIP
44th Paris Prize in Architecture

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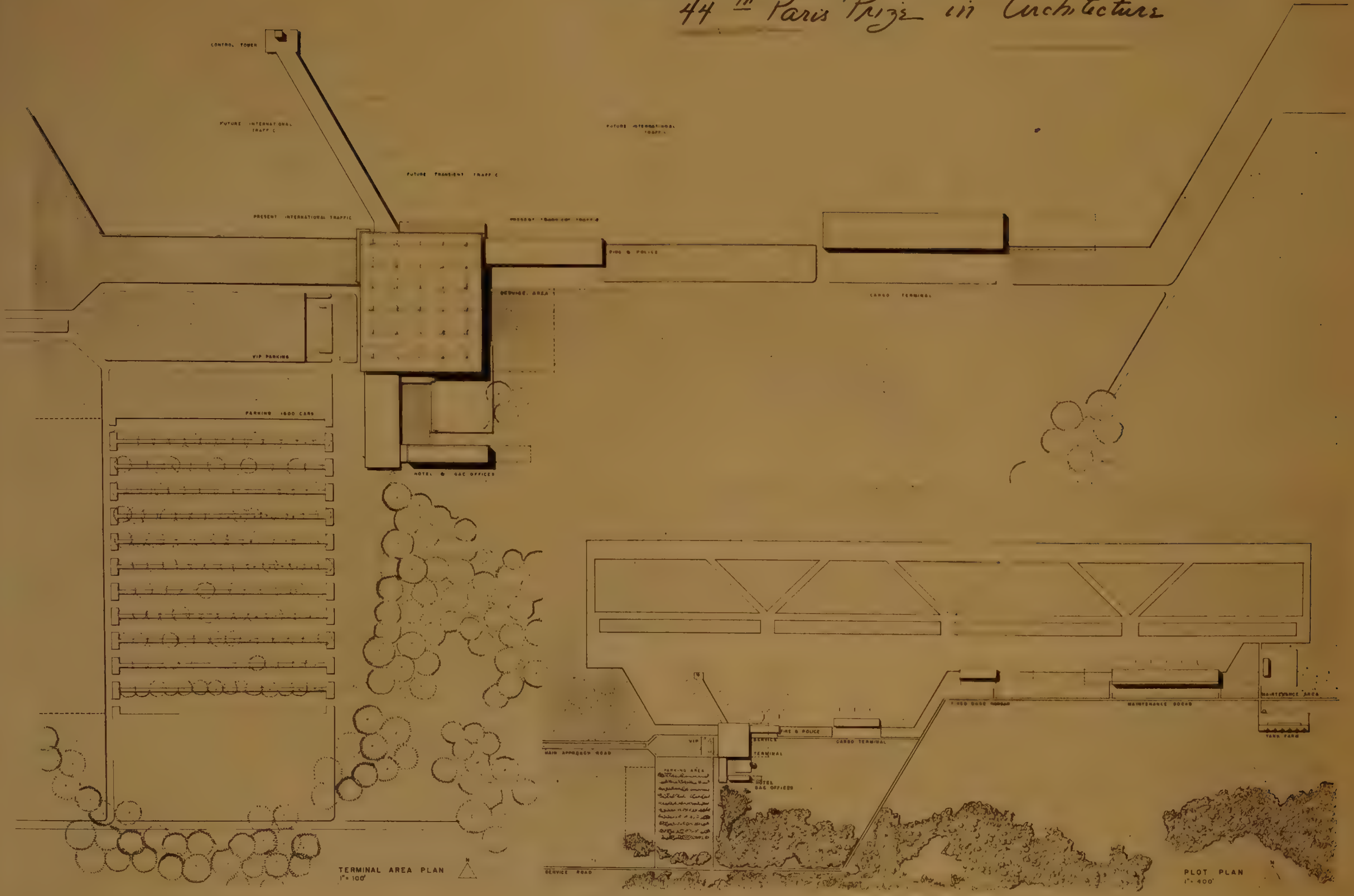
Alternate for 1957 Lloyd Warren Fellowship
44th Paris Prize in Architecture



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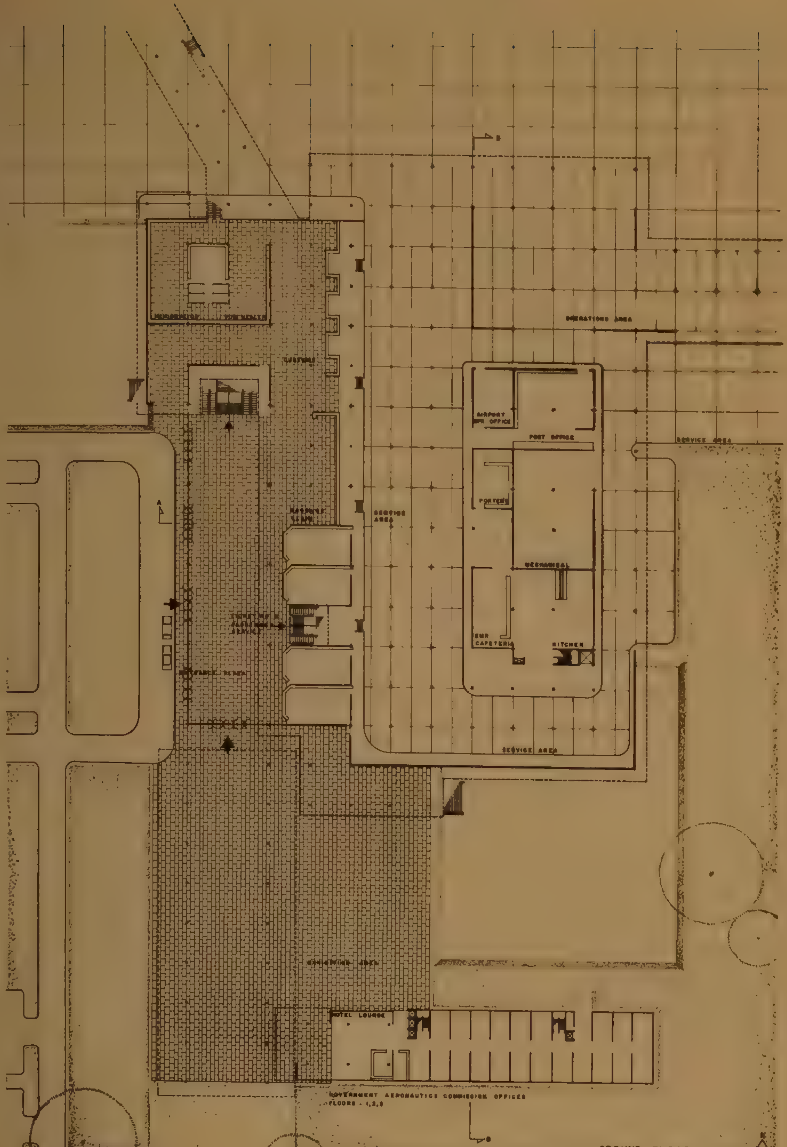
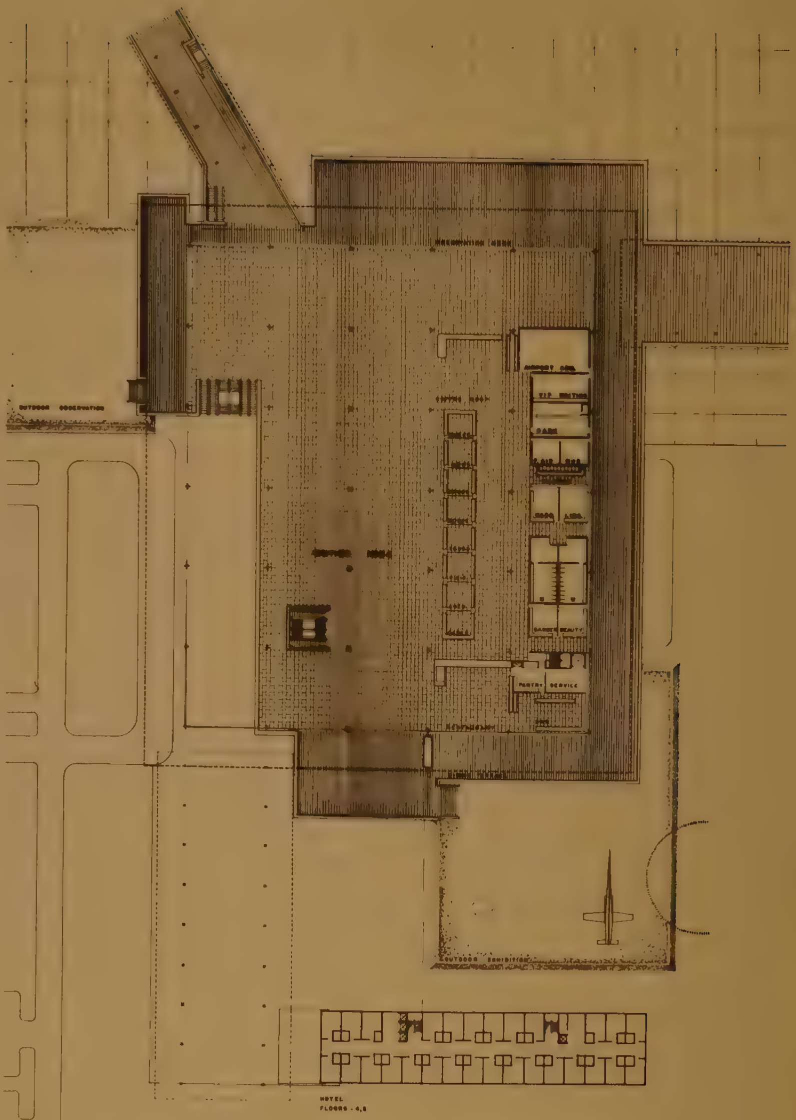
1957 LLOYD WARREN FELLOWSHIP
44th PARIS PRIZE IN ARCHITECTURE

1



GROUND FLOOR PLAN
1" = 32'



MAIN FLOOR PLAN
1" = 32'

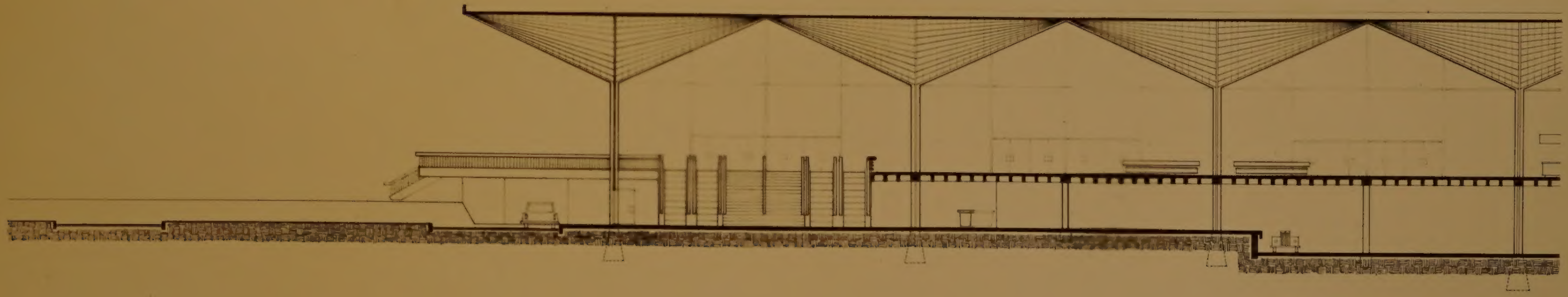
1956-1957
36

1957 LLOYD WARREN FELLOWSHIP
44th PARIS PRIZE IN ARCHITECTURE

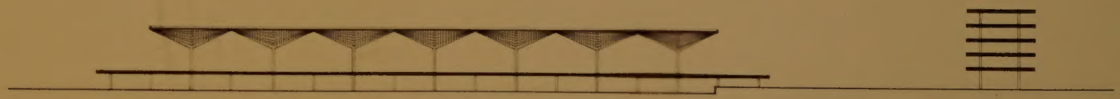
E F HARRIS, JR
10 ENTERPRISE ST
RALEIGH, N C

N C STATE
SCHOOL OF DESIGN
H CAMINOS, SUPV

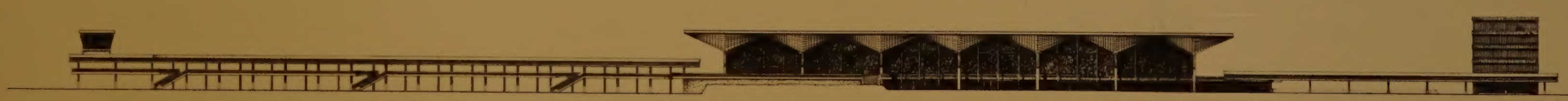
2



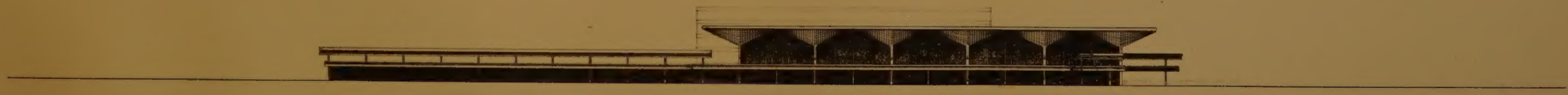
SECTION A THRU CONCOURSE
1" = 8'



SECTION BB
1" = 32'



EAST ELEVATION
1" = 32'



NORTH ELEVATION
1" = 32'

1956-1957
36

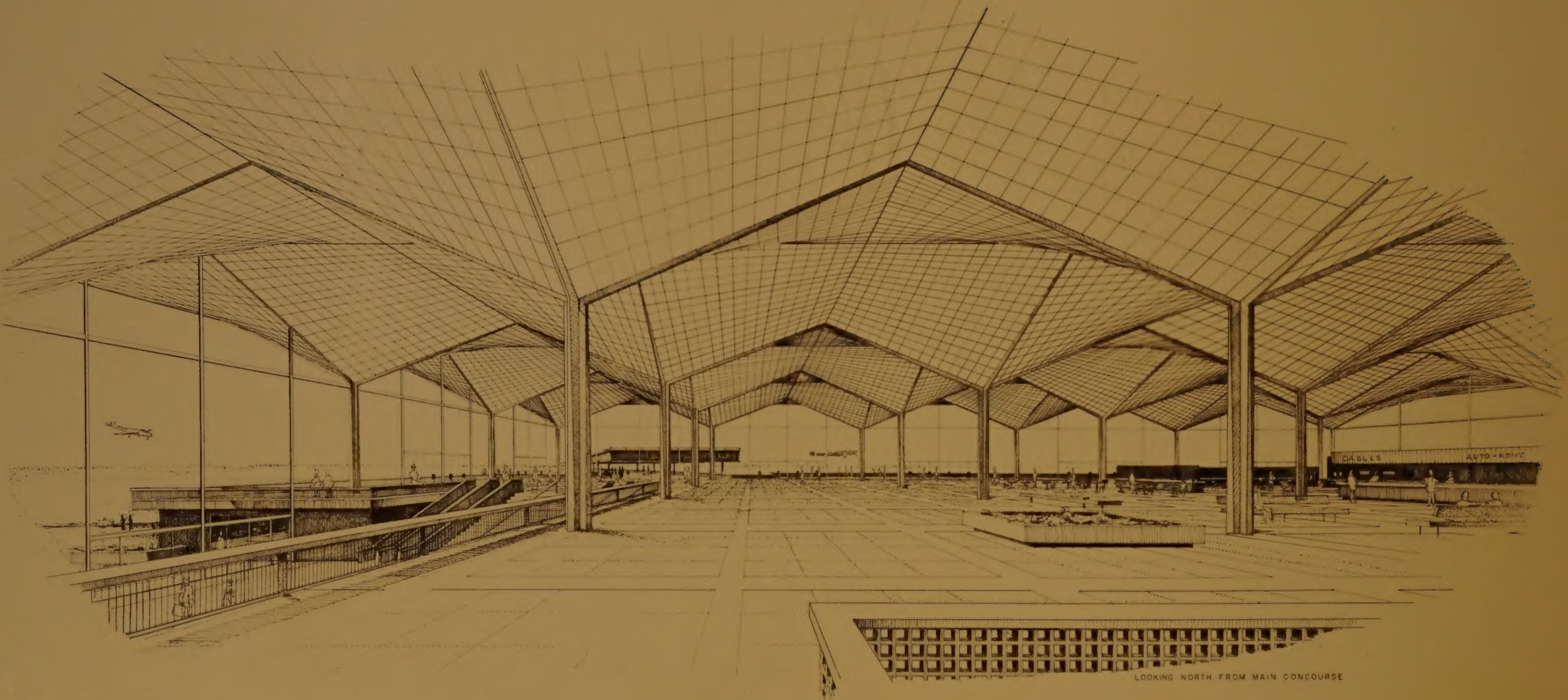
1957 LLOYD WARREN FELLOWSHIP
44th PARIS PRIZE IN ARCHITECTURE

[illegible]

3

127

MCV



LOOKING NORTH FROM MAIN CONCOURSE

1956-1957
3C

1957 LLOYD WARREN FELLOWSHIP
44th PARIS PRIZE IN ARCHITECTURE

[illegible] N.C. STATE
[illegible] [illegible]
[illegible] [illegible]

4

125